



"Abigail Johnson" <saged183@gmail.com> on 01/10/2008 03:13:55 PM

RRR000669

To: eis\_office@ymp.gov  
cc:  
Subject: Fwd: PDF Package - Eureka Co NV EIS Comments Part 2

LSN: Relevant - Not Privileged  
User Filed as: Excl/AdminMgmt-14-4/QA:N/A

Please find attached PDF file which is Attachment 2 of our comments at page 25. Questions?  
Please contact Abigail Johnson Nuclear Waste Advisor at 775/885-0612. Thank you.

----- Forwarded message -----

From: **Michael Mears** <ecmears@eurekanv.org>  
Date: Jan 9, 2008 3:30 PM  
Subject: PDF Package  
To: Abigail Johnson <saged183@gmail.com>

We'll see if this will make it through to you at 16MB.

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Write

Carlin Corridor Discussion Documents.pdf

# Eureka County Assessor's Office

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December 3, 2007

Abby Johnson  
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## PRIVATE LAND & MINING IMPACTS FOR PROPOSED CARLIN CORRIDOR

I wish to address potential impacts to both private land ownership and mining interests along the proposed Yucca Mountain Carlin Corridor rail route through Crescent Valley in northern Eureka County.

First of all, I would direct your attention to the enclosed map entitled Carlin Rail Corridor Private Land Discussion. This map depicts private land holdings in Crescent Valley in northern Eureka County. The private lands are further segregated by agricultural and non-agricultural interests. I have also provided a second version of the map depicting vacant land and developed land.

As the map displays, there is a great deal of private land ownership in this area. This area consists of "checkerboard lands" so every other section is public land; however, this area, as the map depicts, contains some of our most parceled lands in Eureka County. In fact, this area represents approximately 61% of the privately owned parcels in Eureka County. I would estimate that only 10% of these parcels have been developed to date, excluding agricultural development.

The Crescent Valley area is one of the more volatile areas in terms of ownership change in Eureka County. Many whole sections have been sold in this area over the past year and the potential for development is much greater now than even 5 years ago, as large sections of land are now in individual private ownership versus large corporate ownership. Also, the desire for many individuals to relocate to areas away from the urban environment gives this area additional appeal and the probability of future development.

Obviously, the potential of a rail line carrying hazardous waste could greatly decrease the value of these parcels and possibly curb the opportunity for development of this area in the future. Also, the task of acquiring such a large number of private interests to allow for the rail easement could be quite daunting. Although the area is not heavily populated at this time, there is greater potential for future population here, than in any other area in Eureka County with conditions as they currently are.]

2 [In my second point, I would like to address the potential mining operations that might be impacted should this rail corridor project come to fruition.

Currently, Cortez Gold (Barrick) conducts operations at the southern end of Crescent Valley. This is a large pit operation which resides predominantly in Lander County; however, the mining company owns several agricultural parcels in Eureka County which they utilize for dewatering efforts. The proposed rail corridor cuts right through these agricultural areas and would affect the mine's ability to continue dewatering efforts on these lands.

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Also to be considered is the Horse Canyon Gold Mining Expansion which I have generally located on the enclosed map: Carlin Rail Corridor Mining Discussion. This project is also expected to lie predominantly in Lander County, but the mine has purchased private properties in Eureka County associated with the project. As depicted on the map, the proposed rail corridor would pass very closely to this expansion project and could negatively affect the project. In addition, it is my understanding that the intention is to utilize the existing processing facilities at the current open pit operation for processing of the ore extracted at the Horse Canyon site. There are currently haul roads from the old Mill #1 site to the current operations that are expected to be utilized for the Horse Canyon project. The proposed rail corridor would essentially dissect these existing roads which would force the roads to either cross the rail line or require the rail line to travel above them.

With the expansion of exploration efforts, due to the rising price of gold, other areas in and around Crescent Valley are being tested for their mineral potential and it is unknown, at this point, what other effects the rail corridor might have on mining operations and expansion efforts in Crescent Valley.]

3 [In summary, it is my belief that further study of the Crescent Valley area may be necessary to measure the potential effects the proposed Carlin Rail Corridor might have on this heavily-parceled and active mining area of Eureka County. The area continues to have complex patterns of private ownership and is also an expanding area for mining operations, extraction, transportation, and exploration for gold and other minerals.]

*Michael*

Michael A. Mears  
Eureka County Assessor/GIS Coordinator

/mm

DEPARTMENT OF MOTOR VEHICLES

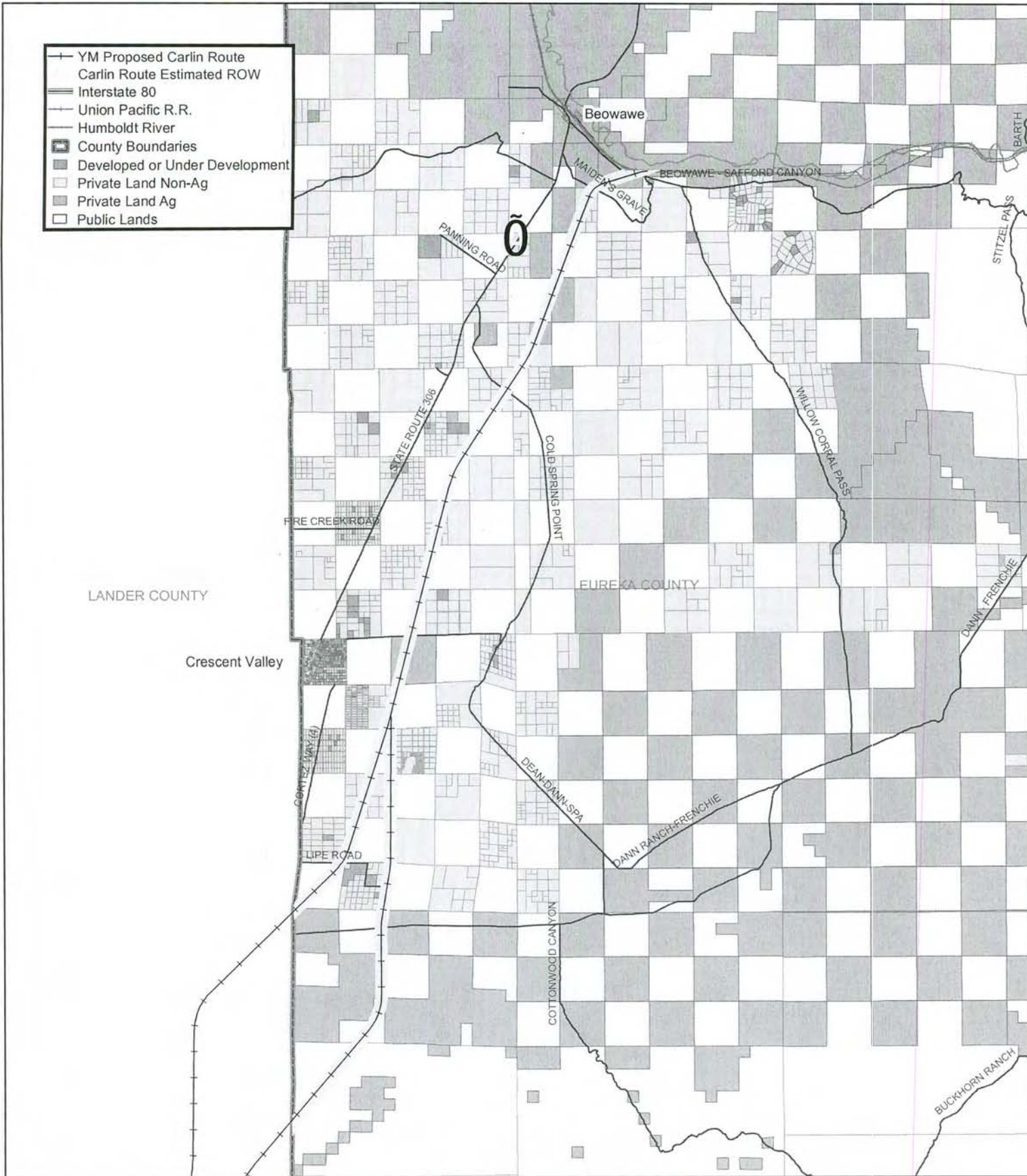
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# Carlin Rail Corridor Private Land Discussion



Portion of Eureka County, Nevada

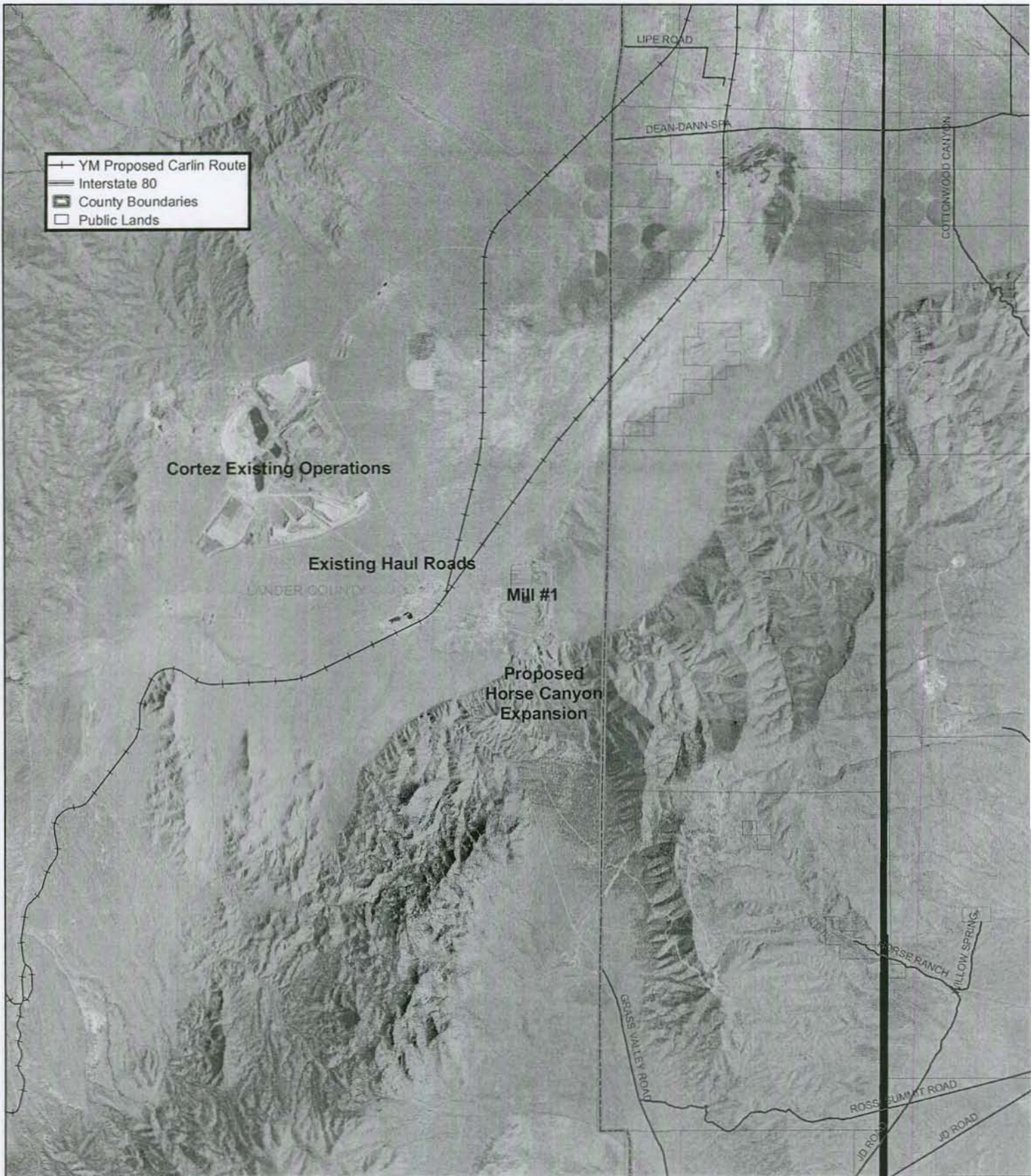
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# Carlin Rail Corridor Mining Discussion



Portion of Eureka County, Nevada

0 04 08 16 24 32 Miles

